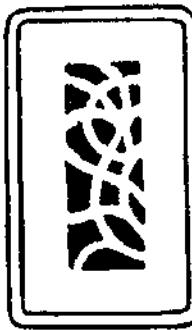
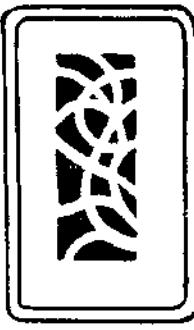


Flight, July 31, 1924.



FLIGHT

The AIRCRAFT ENGINEER & AIRSHIPS



First Aero Weekly in the World

Founder and Editor: STANLEY SPOONER

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport

OFFICIAL ORGAN OF THE ROYAL AERO CLUB OF THE UNITED KINGDOM

No. 814. (No. 31, Vol. XVI.)

JULY 31, 1924

[Weekly, Price 6d.
Post free, 7d.]

Flight

EDITORIAL COMMENT.

The Aircraft Engineer and Airships

Editorial Offices: 36, GREAT QUEEN STREET, KINGSWAY, W.C. 2
Telegrams: Truditur, Westcent, London. Telephone: Gerrard 1828

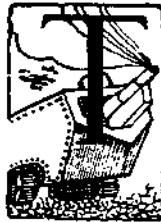
Annual Subscription Rates, Post Free:

United Kingdom . . . 30s. 4d. Abroad 33s. 0d.*
These rates are subject to any alteration found necessary under abnormal conditions and to increases in postage rates

* European subscriptions must be remitted in British currency

CONTENTS

	PAGE
Editorial Comment	
Air Mails	471
Aircraft at the Review of the Fleet	472
The Descamps-Brunet A.2 Sesquiplan	473
The Demonty-Poncelet Monoplane	474
Royal Aero Club Official Notices	476
Britannia Trophy, 1923	477
Progress in the Big Flights	478
New Scheme for Entering Account Officers into the R.A.F.	478
Notices to Airmen	479
Royal Air Force Memorial Fund	479
In Parliament	480
Personals	481
Royal Air Force	481
R.A.F. Intelligence	481
Society of Model Aeronautical Engineers	482



THE highly successful accomplishment by the American postal authorities of a fortnight's experimental day-and-night air mail service between New York and San Francisco naturally calls attention to a branch of commercial flying in which progress has hitherto been lamentably slow. Much has been written and spoken about the advantages of night-flying, and a few experiments have been carried out in this country by or on behalf of the Air Ministry. It is to be feared, however, that of real progress and success there has been relatively little. On several occasions the experiments have had to be interrupted or abandoned on account of unfavourable weather, and generally speaking we appear to have tackled the subject in a rather half-hearted way so that it is scarcely surprising if the results have been commensurate with the effort. Lighthouses have been established, it is true, and have given a very fair degree of satisfaction, but of prolonged experiment and sustained effort we have seen but little. It is, of course, obvious that in certain respects we are less favourably placed than are the Americans, inasmuch as but a short portion of the routes over which our machines operate is within our own boundaries, and that before concerted action can be taken we have to make extensive arrangements with other countries. The fact remains, however, that one of the chief reasons why air mails have not been the success one might have wished is to be found in the absence of regular night-flying services. It is of relatively small use to a business man to be able to send a letter by the morning's machine and getting it to Paris, for instance, by midday or so when, by posting the previous evening, his letter would catch the train and be delivered in Paris some time round about noon. Again, taking the services to Germany. The saving in time which can be effected is not very material when compared with the ordinary mails leaving London in the evening and being half-way into Germany by the time the aeroplane leaves London on the following morning.

DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in the following list:—

1924

July 24—
Aug. 10 Tour de France for Light 'Planes

Aug. 12 King's Cup Race

Sept. 29—

Oct. 4 2-Seater Light 'Plane Competition at Lympne
Oct. 2 Aero Golfing Society. Autumn Meeting, at Moor Park Golf Club, for A.G.S. Challenge Cup presented by Ceylon (Richmond) Ltd.

„ 4 Grosvenor Challenge Cup Race at Lympne.

October Schneider Cup Race, Baltimore

Dec. 5-21 Paris Aero Show.

If, on the other hand, air mails could be sent off from Croydon at the close of a business day and could be delivered in Berlin fairly early the next morning there would be a very considerable speeding up, and one well worth paying something extra for. Daytime air mails having to all intents and purposes failed on our routes, and the evident advantage of night services having been established, it would seem obvious that we should direct every effort to the solution of the problems with which we are faced. In the case of Germany, unfortunately, it is at present a matter of considerable difficulty to make arrangement for the day services, and would probably be even more difficult should we approach the German government in the matter of night air mails. The obstacles should not be insuperable, however, and if we could furnish practical proof of successful experimental services they might be overcome. The advent of three-engined machines, with, it is hoped, absence of forced landings, should help materially. In America no such machines were used and yet something like 80,000 miles were flown, of which nearly 27,000 miles were by night, without a hitch during the fortnight's experiment. Surely this seems to indicate that from the technical side there is no reason to suppose that the difficulties are hopelessly great,



AIRCRAFT AT THE REVIEW OF THE FLEET

FOR the first time in the history of the British Navy aircraft played an important part in the review of the Fleet by H.M. the King at Spithead on Saturday. On the occasion of the last review in 1914, aircraft, represented by the Royal Naval Air Service, were practically speaking, no more than a side line—a few seaplanes being moored between the review ground and the entrance of Portsmouth Harbour. On Saturday's review, however, aircraft not only had a place of honour among the 200 odd warships lined up off Spithead, but also had the important duty of escorting the Royal yacht, *Victoria and Albert*, during the inspection.

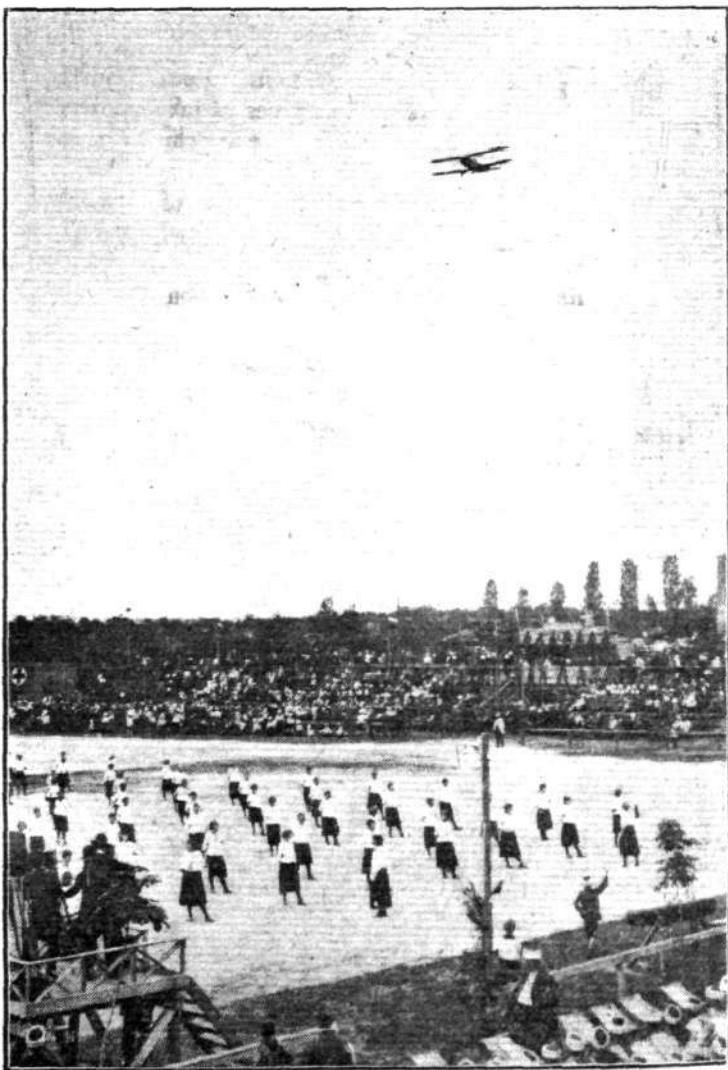
Last Saturday's review was an exceptionally magnificent and inspiring spectacle, blessed with ideal weather conditions—but a full description of an event of this nature does not fall within the scope of FLIGHT, and we must, therefore, just confine ourselves to a brief reference to the part played by the air arm of the Fleet.

Included among the various types of war vessels of the Atlantic and Reserve Fleets were two aircraft carriers, the *Argus* and the *Hermes*. The former has been in service since 1918, and was originally laid down for the merchant service, being converted into an aircraft carrier when the outbreak of war held up its original construction. The *Hermes*, on the other hand, has been specially designed for aircraft duties, and is, in fact, the first in the world to be built solely for this particular work. It is an extremely interesting vessel of strange external appearance. It has one main top deck extending from stem to stern, which serves as a landing and taking-off platform for the aeroplanes, which are stored in roomy holds or hangars below this deck. The deck is quite free from obstructions, the funnel, mast, captain's bridge, etc., being located at one side of the ship. The only other "impediments" above deck are anti-aircraft guns and a crane for hoisting seaplanes into or out of the water.

The aerial activities of aircraft at the review consisted of the aerial escort of the *Victoria and Albert*, which duty was carried out by three Fairey "Flycatcher" ship's planes from the Coastal Area, R.A.F. (No. 10 Group). Flying fairly low and close they accompanied the Royal yacht throughout its cruise of inspection, circling round and round in order to keep pace with the very much slower speed of the yacht. As is usual on these occasions the Royal yacht was preceded by the Trinity vessel *Patricia* in which was the Duke of Connaught, Master of Trinity House, and the Elder Brethren. With the King on the *Victoria and Albert* was the Prince of Wales, both wearing naval uniform. Behind the Royal yacht came the *Enchantress*, with the Lords of the Admiralty on board, together with members of the Government, Prime Ministers and delegates attending the Reparations Conference, and other distinguished personages.

even if the American experiments have scarcely lasted sufficiently long to be regarded as entirely conclusive. How great is the saving in time effected by the American service will be realised when it is pointed out that the average time taken during the experiments was 34 hours between New York and San Francisco, while the time by train is usually between five and six days. At present we could scarcely hope to attain a similar improvement, our distances being at present considerably shorter, but a *pro rata* improvement may reasonably be looked for.

As regards the types of craft to undertake such work, there is a volume of opinion which believes, and with a fair amount of sound reasoning behind it, that small airships might become a valuable adjunct to a night and day service by operating the night-flying sections. If certain types of heavier-than-air machines should rapidly prove entirely suitable for night-flying it might scarcely be worth while experimenting with small airships, but if a large amount of development work is found necessary before the aeroplanes can become satisfactory it might be expedient to give more immediately the small airship a chance. In any case, the experience gained and the practice provided for crews would be of value when, if ever, we get going with larger rigid airships.



A "Bristol" Tourer, recently supplied to Bulgaria, giving a demonstration of flying during a display by the N.N.A.K'S, a Bulgarian Gymnastic Society at Sofia. It may be noted, with a strong magnifier, that some of the gymnasts were unable to restrain their curiosity and remain "eyes front," as the Bristol passed over

THE DESCAMPS-BRUNET A.2 SESQUIPLAN

We are able to give this week, through the courtesy of our French contemporary *Les Ailes*, a brief description of a new French machine. The Descamps-Brunet A.2 is a military two-seater reconnaissance "sesquiplan," designed by M. Brunet, a young French engineer, who has embodied in his design several interesting features. This machine is constructed entirely of metal, except for the covering of the wings, where fabric is employed. What is often held as a disadvantage of metal construction is the difficulty of effecting repairs. The method of construction adopted in the Descamps-Brunet, however, enables repairs and replacements to be effected with the same facility as that obtained with the orthodox wood construction.

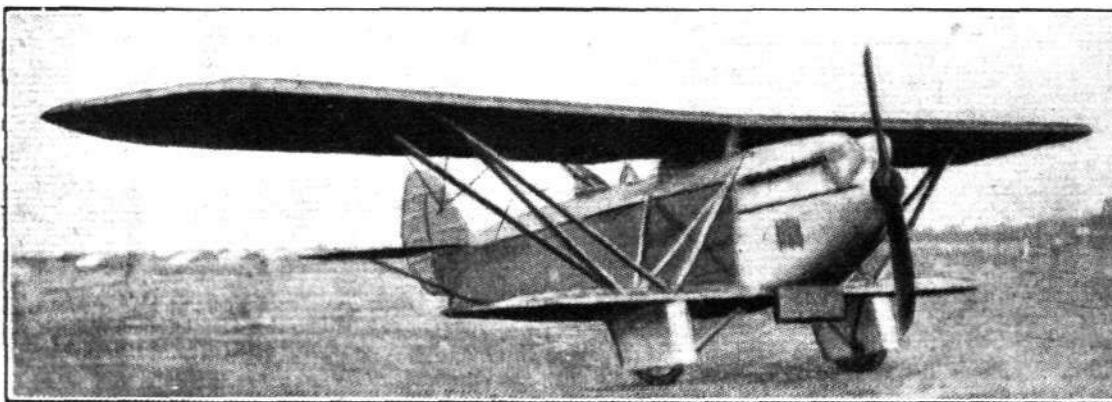
Special attention has been given as regards making the machine a production job. All the parts and fittings are rapidly detachable, while the absence of bracing wires and cables, and the employment of rigid struts in their place, not only enables the machine to be rigged very easily and quickly, but once this is accomplished it is practically impossible for the machine to get out of adjustment.

A comparatively thick wing section, designed by M. Brunet, is employed. In the laboratory this section has given results equal to those of the Gottingen 430, with, however, a smaller travel of the centre of pressure.

The wings are constructed of two main spars of I section, built up of sheet duralumin without the use of rivets. The ribs are triangulated and are built up of V-section elements secured at the joints by a single rivet. The whole of the wing frame is so constructed that repairs or replacements are easily made to individual members. Internal bracing is by tubes, giving an exceptionally rigid structure. External bracing is effected by means of four pairs of N struts, two pairs extending from the top longerons of the fuselage down to the lower plane at a point coinciding with the location of the landing wheels, the other pairs extending upwards and outwards from this point to the top plane. They are fixed to the wings by knuckle joints which allow of rapid attachment or detachment.

Non-balanced ailerons are mounted on the top plane in such a manner that the removal of the wings will not upset their

The Descamps-Brunet A.2 Sesquiplan: Three-quarter front view of a new French all-metal reconnaissance machine fitted with a 400 h.p. Lorraine-Dietrich engine.

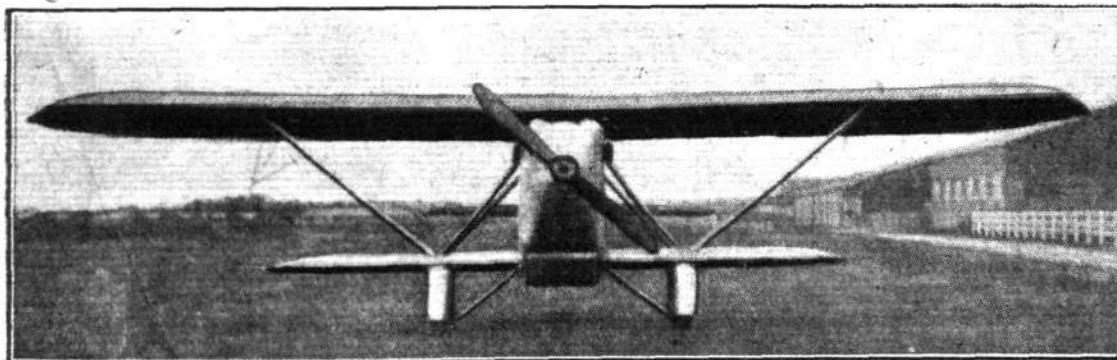


The principal characteristics of the Descamps-Brunet A.2 are:—

Span	14·500 m. (47 ft. 6 ins.).
Overall length	9·350 m. (30 ft. 9 ins.).
Height	3·350 m. (11 ft.).
Wing area	44 sq. m. (473·4 sq. ft.).
Weight empty	1,100 kgs. (2,425·5 lbs.).
Useful load (inc. fuel)	800 kgs. (1,764 lbs.).
Total weight	1,900 kgs. (4,189·5 lbs.).
Power loading	4·750 kgs./h.p. (8 lbs./h.p.).
Surface loading	43 kgs./sq. m. (8·8 lbs./sq. ft.).
Speed (max.)	240 km.p.h. (148·8 m.p.h.).
Ceiling	7,800 m. (25,584 ft.).

adjustment. The horizontal tail plane is interesting in that while it is rigidly mounted on the fuselage, the leading edge is adjustable during flight. The divided elevators are balanced and are hinged as usual to the trailing edge of the tail plane. The unbalanced rudder is hinged to a triangular vertical fin mounted on the top of the fuselage.

The fuselage, which is comparatively large, is constructed of duralumin tubes (longerons, cross-members and diagonals), being assembled, by means of detachable fittings, in the form of a rigid girder. As in the case of the wings, individual members are easily repaired. The weight of the fuselage is 58 kgs (128 lbs.). It is of rectangular section, tapering sharply to the rear, where it terminates in a vertical knife edge.

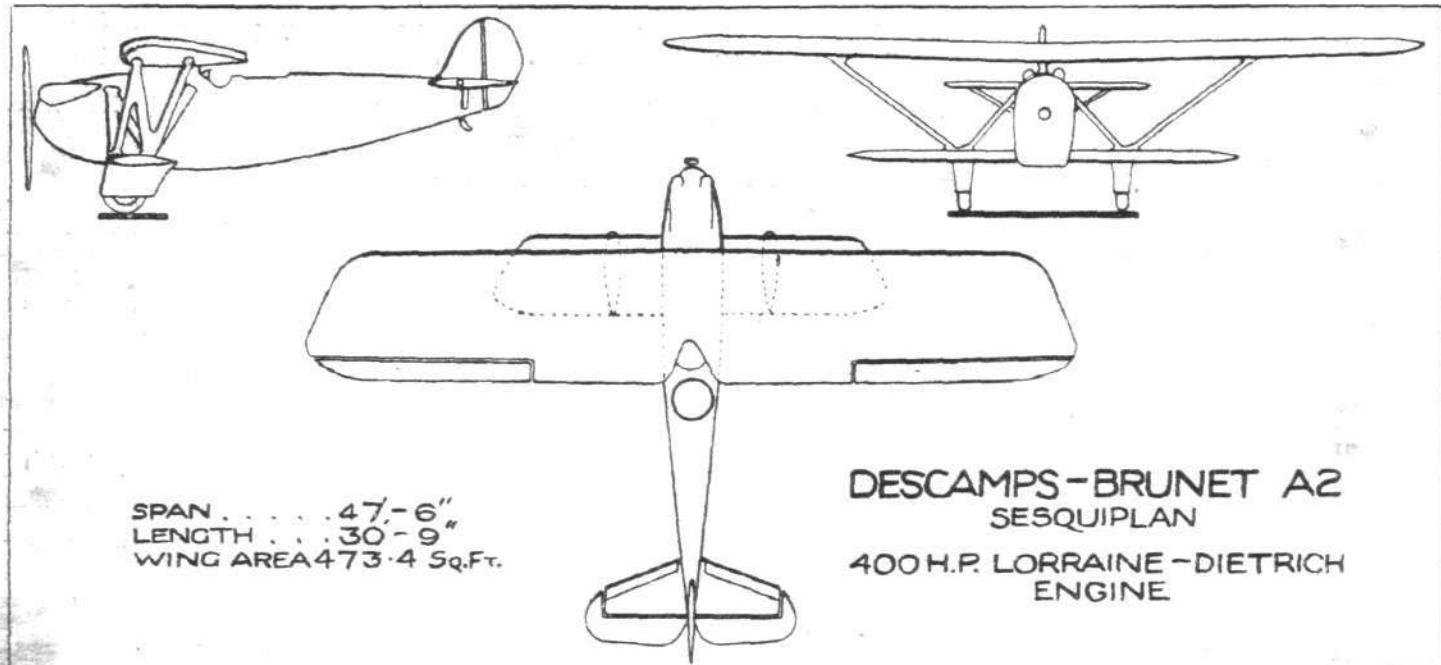


The Descamps-Brunet A.2 Sesquiplan: Front view, showing the clean design and clear bomb space below the fuselage.

At present this machine is undergoing trials at Villacoublay and the results obtained so far have been entirely satisfactory.

As previously stated, the Descamps-Brunet is a sesquiplan in which the top plane, mounted a short distance above the fuselage, has an area of 34 sq. m. (365.8 sq. ft.) while the lower plane, mounted on the bottom of the fuselage, is in comparison very small, having an area of only 9.5 sq. m. (102 sq. ft.). The top plane is set at a slight dihedral angle ($1^{\circ} 30'$) and is swept back 2° , whilst the lower plane, which is staggered forward, is straight. A single vertical panel supports the centre of the top plane on the top of the fuselage.

The engine mounting is easily removable, enabling a rapid change of power plant—two mechanics being able to accomplish this in about an hour. It is also possible to mount in the same machine engine mountings equipped either with the 400-h.p. Lorraine Dietrich, or some other make of engine. In designing these engine bearers special attention has been given to the elimination of vibration. The engine cooling radiator is of the Vincent Andre type, mounted below the fuselage under the engine. Temperature control is effected by withdrawing more or less of the radiator within the fuselage. The 400 h.p. Lorraine-Dietrich engine is fitted as standard.



THE DESCAMPS-BRUNET A.2 SESQUIPLAN : General arrangement drawings.

Both pilot and passenger have an excellent range of vision. The pilot is located beneath the trailing portion of the top plane, a section of which is cut away for the purpose of providing a view upward, while the small dimensions of the lower plane enables the pilot to obtain a good view downwards. The gunner's or observer's cockpit is located well aft of the top plane, where he has an excellent view and range of fire in all directions.

The control is independent of the fuselage and all cables are out of the way of the pilot and observer, being led beneath

the flooring of the cockpits. The seats and controls are adjustable to suit different "sizes" of pilots or passengers.

A wide-track landing gear is provided, consisting of two independent housings—or "plus fours"—each mounted out on the lower planes and each containing a wheel. The wheels are also separate, and are mounted in the housings by means of Sandow shock absorbers. There is thus a clear space below the fuselage at this point for the mounting and operation of bombs. The tail-skid is pivoted in order to facilitate steering on the ground.

◆ ◆ ◆ ◆ THE DEMONTY-PONCELET MONOPLANE 40 H.P. Gregoire Engine

Up to the present but few particulars have become available relating to the light 'planes taking part in the Tour de France des Avionettes, the eliminating trials for which were held at the Bleriot aerodrome at Buc on July 24, 25 and 26, and the start for which took place from the same aerodrome on Sunday, July 27. There are, it will be remembered, 15 machines entered for the competition, of which two are Dutch, two Belgian, two Czechoslovak, and the remaining nine French, except that the machine entered by the Bleriot firm is really to be regarded as a British machine, having been designed and built at Addlestone.

Of the two Belgian machines, one is entered by M. Victor Simonet, who took part in last year's Lympne light 'plane competitions, while the other is a Demonty-Poncelet, designed by the two gentlemen named and built by M. Poncelet. M. Demonty is chief engineer and technical director of the Belgian S.A.B.C.A. works, while M. Poncelet is their works manager. By the courtesy of our French contemporary *Les Ailes*, we are able to publish this week a brief description and general arrangement drawings of the Demonty-Poncelet monoplane, which shows several unusual features in its design.

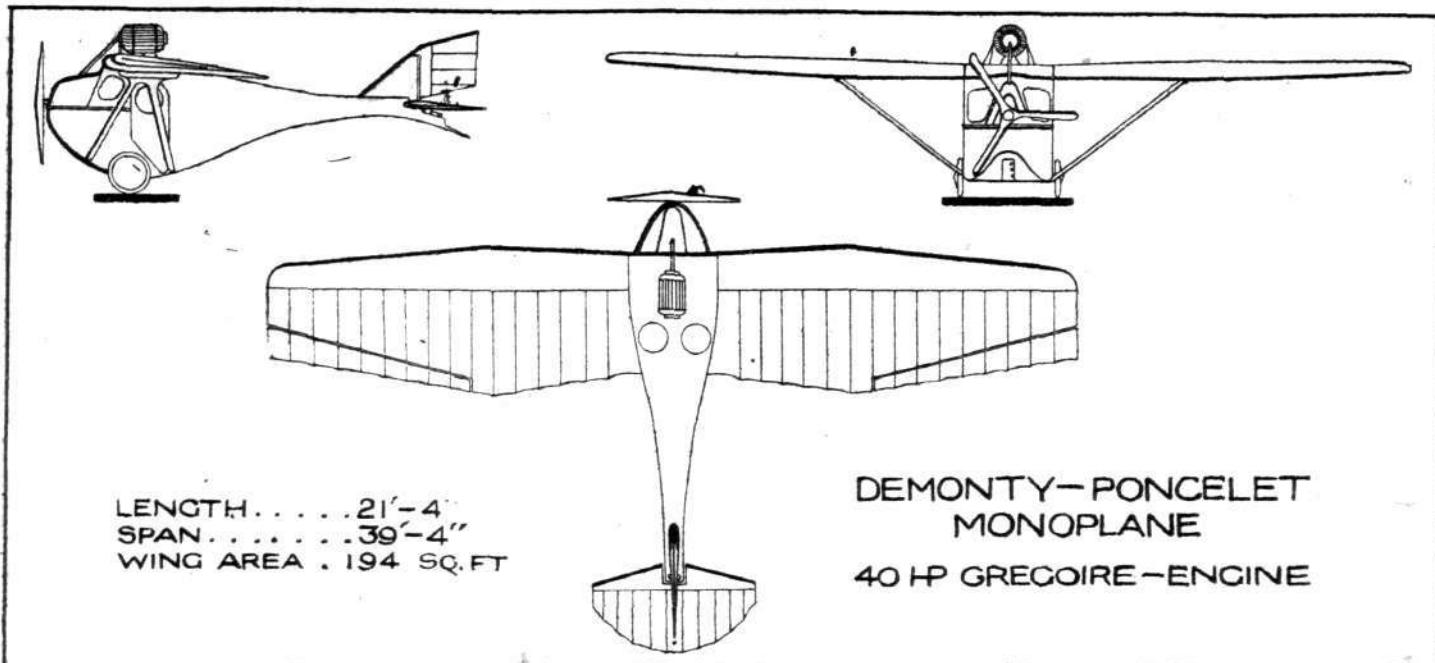
The machine, it will be seen, is a high-wing monoplane with strut bracing, and the chief characteristic is that the two occupants are housed inside the cabin, sitting side by side. Owing to the fact that the engine is a four-cylinder-in-line inverted Gregoire, the forward portion of the engine housing is relatively narrow on top, and allows the pilot to look forward from the cabin through windows in the sloping forward walls. Other windows in the sides of the cabin give a reasonably good view laterally, while circular celluloid windows in the roof give an upward view and also improve the lighting of the cabin.

From an aerodynamic point of view the Demonty-Poncelet is chiefly remarkable for a fuselage very deep in front, but tapering off rapidly towards the rear, where, in fact, the curves are slightly "hollow." Whether or not this feature is a good one we should not like to say. The Belgian designers are not alone in choosing it, as it will be remembered that M. Louis de Monge, the famous French designer, has em-

ployed these reverse curvatures in some of his machines and is, we believe, of the opinion that these concave curves improve to some extent the resistance figure. It is somewhat difficult to see exactly on what grounds this opinion is held.

Structurally the Demonty-Poncelet is of straightforward type, with wood as the chief material employed. The fuselage has bulkheads of elm and three-ply, with diagonal bracing strips and longerons of elm and covering of three-ply. The latter, incidentally, is of mahogany. The frames or bulkheads in line with the wing spars are specially strengthened and reinforced. The cabin is reasonably roomy, measuring 3 ft. 7 ins. in length, 3 ft. 11 ins. in width and 4 ft. 5 ins. in height. As already mentioned, the occupants sit side by side, and, in addition to the usual seating accommodation, the cabin contains a small luggage compartment and a tool-box. It should be borne in mind that the machine is not so much a light 'plane, in the British sense of the word, as a low-power touring machine, and everything possible has been done to ensure the comfort for pilot and passenger.

The monoplane wing is composed of a centre-section which is part of the fuselage structure and two wing-halves which are so attached as to be rapidly removable for transport. The spars are of spruce and the rear spar is attached to the top corner rail of the fuselage by a universal joint. The front spar is attached by two bolts, and the wings are braced by two wood struts on each side, so arranged as to take tension as well as compression stresses. At the top the two wing bracing struts are joined by a longitudinal piece, while at the lower end the struts are separately attached to the lower longerons, one in front of and one behind the wheel. For folding the wings the front spar bolts are removed, as well as the pins securing the bracing struts to the wing spars, the wing is rotated on the rear spar universal joint, and the wing is folded flat alongside the fuselage, resting with its leading edge on the tail plane. With wings folded the overall width of the machine is only 7 ft. 10 ins., so that it can be trailed behind a motor-car. The two wing halves



The Demonty-Poncelet monoplane: General arrangement drawings.

have their maximum chord and depth at the points of attachment of the bracing struts, tapering to root and tip from this point. It is claimed that owing to the strut bracing, and to the fairly good angle of the struts, the wing strength is very great, while the weight is small, the wings weighing 4.5 kgs./sq. m. (approximately 0.92 lb./sq. ft.), including the bracing struts.

The Gregoire engine is mounted in the nose of the fuselage, and is, as already mentioned, of the four-cylinder-in-line type. It is, however, mounted with its cylinders hanging down and its crank-case uppermost. It is, in fact, this mounting which has made the Demonty-Poncelet possible—at any rate, to a large extent, as the view is only obstructed to a very small extent, much less than would have been the case had the engine been of the usual type. The engine, by the way, is a pre-war type and not very light for its power nowadays, although when it was produced in 1913 it was considered quite a light engine. It is stated to develop 43 b.h.p. at 1,240 r.p.m., and to have a fuel consumption at full throttle of 14.2 litres (3.12 gallons) per hour. The weight is given as 90 kgs. (198 lbs.) dry, and 111 kgs. (245 lbs.) with water and radiator. The radiator is a Lamblin mounted

above the top centre-section of the wing. The petrol tank is suspended from the ceiling of the cabin, giving direct gravity feed to the carburettor. The tank is filled from outside, and has a capacity sufficient for three hours.

The undercarriage is of simple type, consisting of a divided axle, hinged in the centre of the floor of the fuselage, carrying two wheels measuring 650 mm. by 80 mm. The rubber shock absorbers are attached direct to the fuselage bottom rails, as in last year's Poncelet machines at Lympne.

The tail is of usual Poncelet type in that there is no fixed tail plane, but a very large balanced elevator. The fin is part of the fuselage, while the rudder is placed wholly above the tail. The tail skid is a leaf spring supported on a substantial swelling or spur on the stern post.

Following are the main dimensions, weights, etc., of the Demonty-Poncelet monoplane two-seater: Length o.a., 6.5 m. (21 ft. 4 ins.); span, 12 m. (39 ft. 4 ins.); height, 2.55 m. (8 ft. 5 ins.); wing area, 18 sq. m. (194 sq. ft.); weight, empty, 330 kgs. (726 lbs.); total loaded weight, 520 kgs. (1,144 lbs.); wing loading, 5.9 lbs./sq. ft.; power loading, 28.6 lbs./h.p.; maximum speed, 125 km.p.h. (78 m.p.h.); landing speed, 50 km.p.h. (31.2 m.p.h.).

Roumania : Ratification of the International Air Convention

It is notified by the Air Ministry (No. 70 of 1924) that, the Roumanian Government having deposited its ratification of the International Air Convention on May 31, 1924, the Convention came into force for Roumania, in respect of the contracting states, on July 10, 1924.

R.A.F. Cadetships

THE following are declared by the Civil Service Commissioners to be the successful candidates at the competition held in June last for admission to the Royal Air Force Cadet College, Cranwell. Their admission, however, is conditional on their having passed a medical examination:—

R. K. Hamblin, J. C. Cunningham, P. W. Molland, A. H. P. Kilcoin, H. Waring, J. K. L. Dickson, W. G. Abrams, B. C. Yarde, E. O. Wanless, R. F. Part, L. C. Bennett, W. J. H. Lindley, J. F. Ginnett, H. H. Martin, B. M. Cary, R. S. Darbshire, D. R. Hall, H. B. Maughan, P. L. P. Marett, G. Stevenson, R. P. Whelan, T. J. Arbuthnot, G. B. Cruickshank, J. Marson, C. E. Chilton, F. J. Moon, H. F. M. Pickford, D. N. Roberts, L. D. C. Ingle, D. K. Horsfield, V. B. J. Jackson, R. P. H. Utley.

Hon. King's Cadets who have Qualified: P. L. A. Berthon, H. A. Purvis.

New York—San Francisco Air Mail.

THE "Right Through" New York—San Francisco Air Mail Service, which was started a little while back, has so far proved to be a success. This day and night Transcontinental service has, in spite of severe electrical storms, just successfully completed the first 15 days' actual service without a single hitch. Out of the 80,400 miles flown, 26,550

miles were covered at night. Incidentally, it may be stated that letters for the air mail can be posted in special distinctive boxes located all over the United States. Roughly, it costs 4d. per oz. to send a letter from New York to Chicago, or 1,000 miles, and 1s. per oz. from New York to San Francisco.

115,000 Miles on Commercial Service

As demonstrating the reliability of the present-day British aero engine when carefully looked after it is interesting to record that one Napier engine installed in a "D.H.34" aeroplane in use by the Imperial Airways has recently completed 115,000 miles and is still in service. This distance, representing over four and a-half times round the world, has been mainly flown on the London-Cologne route.

An Avro Defies the Elements

THE recent mishap to the Avro seaplane (Armstrong-Siddeley "Lynx") of the Oxford University Arctic expedition, which is being led by Mr. G. Binney, demonstrated very clearly the high qualities of Avro construction. Mr. Binney, it will be remembered, left Green Harbour (on July 15) on the seaplane, with Capt. Ellis as pilot, intending to fly to Liefde Bay. They made a forced landing and for 18 hours they battled with a strong tide and heavy sea before they were rescued. The seaplane was salved and was apparently very little the worse for the ordeal, as may be judged from the following wireless message sent by Mr. Binney to A. V. Roe and Co.: "Most sincere congratulations on amazing seaworthiness of seaplane; 18 hours' heavy seas, undamaged floats dry. Ellis, nine years' seaplane experience, considers performance unrivalled. Undoubtedly owe our lives to your fine workmanship.—Binney, Oxford Expedition."



The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

THE KING'S CUP AIR RACE, AUGUST 12, 1924

Officials

Handicappers, Lieut.-Col. W. A. Bristow, Capt. R. J. Goodman Crouch.

Secretary, Lieut.-Com. H. E. Perrin. *Assistant Secretary*, B. Stevenson.

FELIXSTOWE (R.A.F. Station)

Stewards, Lieut-Col. M. O. Darby, Wing-Com. C. E. H. Rathbone, D.S.O.

Starter, Lieut.-Col. W. A. Bristow.

MARTLESHAM (R.A.F. Station)

Stewards, Air Vice-Marshal Sir W. S. Brancker, K.C.B., Wing-Com. N. J. Gill, C.B.E., M.C.

Starter, Howard T. Wright.

TWO-SEATER LIGHT AEROPLANE COMPETITIONS, 1924

(Under the Competition Rules of the Royal Aero Club)

AT LYMPNE AERODROME, NEAR HYTHE, KENT, SEPTEMBER 29-OCTOBER 4, 1924

Prizes

£3,000, presented by the Air Council; £500, presented by the Duke of Sutherland; £150, presented by the Society of Motor Manufacturers and Traders; £150, presented by the British Cycle and Motor Cycle Manufacturers' and Traders' Union; £100, presented by Capt. C. B. Wilson, M.C.

Abridged Supplementary Regulations III

Light Aeroplane.—The competition is open to any aeroplane, the total piston displacement of the power plant of which does not exceed 1,100 c.c.

Two-Seater, Dual Control.—The aeroplane must be a two-seater fitted with dual control and an air speed indicator must be visible from either seat.

Load to be carried.—The load to be carried, exclusive of fuel, must be made up to 340 lb. This includes the weight of the pilot and passenger (if carried). If there is no passenger the balance of the total weight required must be carried in the spare seat.

The carrying of a passenger is optional, except in the Eliminating Test "B," Demonstration of Dual Control, in which case it is not permitted.

Accommodation.—Free accommodation for competing aeroplanes will be available at Lympne Aerodrome, near Hythe, from Wednesday, September 24, 1924.

Identification.—Each aeroplane will be allotted a number which must be painted in black on a white surface on each side of the rudder and on the lower surface of each of the lower main planes. This number must be as large as the surface permits. Government registration marks are not necessary for these competitions.

Flying Time.—The competitions will be open each day at 10 a.m. and will close at 6 p.m. Competitors will not be observed or timed after that hour. In all cases the number of circuit flights will be counted up to the last circuit completed at the closing hour.

The stewards may prohibit any flying in the competitions if, in their opinion, the weather conditions justify such action.

The Stewards may extend the flying time in the event of any loss of time on account of unfavourable weather.

Repairs.—The same aeroplane and engine must be used throughout the competitions, but repairs and certain replacements as scheduled will be allowed.

Schedule of Replacements Permitted

Engine parts.—Carburetors and parts of carburetors. Propellers of the same design, construction and dimensions. Plugs. Valves and springs. Aeroplane parts.—Wheels. Tyres. Tail skids. Wing tip skids. Details of fairing.

Any competitor discarding part of or otherwise altering the aeroplane during the competitions, so that it differs in any way from that which was presented to the officials in the first place, will be disqualified.

Change of Pilots.—The pilot must not be changed during the competitions except with the consent of the officials.

Entries.—The entry fee is £20. This fee, together with the entry form, must be received by the Royal Aero Club

LEE-ON-SOLENT (The Pier)

Stewards, Lieut.-Col. F. K. McClean, A.F.C., Lord Edward Grosvenor, Wing-Com. R. G. D. Small.

Timekeeper, Col. F. Lindsay Lloyd, C.M.G., C.B.E.

Press Steward, Sir Guy Standing, K.B.E.

Turning Point Observers

Leith (West Pier).—Flying Officer R. Vaughan Fowler, Pilot Officer C. Lumsden, Pilot Officer W. D. Baxter.

Dumbarton (The Castle).—John Mills, G. F. Luke, A. N. Kingwill.

Falmouth (Pendennis Castle).—Lieut.-Col. A. Ogilvie, C.B.E.; H. A. T. Fairbank, Graeme Hann.

not later than August 22, 1924. Late entries will be received up to 12 noon on September 5, 1924. Late entry fee, £40. The Royal Aero Club, in the interests of safety, reserves to itself the right to refuse any entries and/or prohibit the flight in the competitions of any competitor if it considers the flight would be dangerous.

Official Notices.—The posting of decisions and instructions on the official notice board on and after September 24, 1924, constitutes an official notification to all competitors, who are responsible for acquainting themselves with such decisions and instructions.

Eliminating Tests

The eliminating tests will be as follows:—

(A) *Dismantling, Housing and Re-erecting*.—For this test the aeroplane must be presented to the officials fully erected.

It must then be dismantled or folded in such a manner as to permit of its being completely transported in one journey, without the use of any extraneous tackle, over a distance of not more than 25 yards, and placed in a shed 10 ft. in width. It must then be taken outside the shed and re-erected.

(B) *Demonstration of Dual Control*.—This test will consist of two separate flights, each of one complete lap of the course, at the termination of each of which one figure of eight must be flown within the boundary of the aerodrome.

Aeroplanes must be presented to the officials, fully erected, for the eliminating tests at 10 a.m. on Saturday, September 27, 1924. Aeroplanes not so presented will be debarred from taking part in the competitions.

The eliminating tests will commence at 10 a.m. on Saturday, September 27, 1924, and will be continued on the following day. These tests must be completed by 6 p.m. on September 28. Aeroplanes not having done so will be debarred from taking part in the competitions.

Competition

In order to be eligible for any of the prizes offered, competitors must complete at least 10 hours' flying in the various tests during the period of the competitions.

Prizes presented by the Air Council

The first prize of £2,000 will be awarded to the entrant of the aeroplane which shall have obtained the greatest aggregate of marks in the schedule of tests.

The second prize of £1,000 will be awarded to the entrant of the aeroplane which is placed second.

Schedule of Tests.—(1) Range of speed (a) high speed, (b) low speed; (2) getting off; (3) pulling up.

High Speed.—This test will be carried out over a course, in two separate flights of approximately 75 miles each. An interval will be allowed between the two flights for taking in fuel and oil only. All flights will be made over a triangular course of approximately 12½ miles.

The turning points will be marked by white crosses on the ground, which each competitor must pass on his left at a height of not more than 500 ft., and at a sufficiently close range so that his number may be easily identified by the official observers. The same line will be used for starting and finishing. Competitors will be at liberty to take off from any point on the aerodrome, but will be timed from the first time they cross the starting line in flight, keeping the aerodrome turning point on their left.

There is no restriction as to the number of attempts allowed in the high speed test, provided such flights do not interfere with the carrying out of the other tests.

Competitors must hand in written notice to the official office at least half an hour before each flight is made. Competitors not starting within 15 minutes of the time stated in the notice may be required to put in a further notice.

Low Speed.—The aeroplane will be timed up and down a straight course of not less than 500 yards.

The width of the course for the low speed test will be 25 yards, and will be indicated by red flags placed at intervals on each side. The aeroplane will be considered as being on the course provided any part remains within the boundaries indicated by the red flags. No marks will be awarded if the aeroplane flies outside the limits of the course.

The course must be covered twice in each direction in one flight, at a constant height of not more than 20 ft. The speed of each of the four flights will be taken and the average of the four speeds will constitute the performance.

Competitors will be at liberty to take off from any point on the aerodrome. They must enter the low speed course within five minutes of their starting time. On completing the course after each of the first three flights the competitors must turn and immediately re-enter the course. On completing the test the competitors must land, so as not to interfere with other tests. The stewards will be the sole judges as to whether time has been unnecessarily wasted between the flights on the course, and may rule that no marks be awarded.

Range of Speed.—No marks will be awarded unless the aeroplane satisfies both the following conditions: high speed, not less than 60 m.p.h.; low speed, not more than 45 m.p.h.

Getting Off.—This test will consist of a take off, starting from rest and flying in a straight line over a barrier 25 ft. high

Pulling Up.—This test will consist of a straight landing over a barrier 6 ft. high.

Marks will be awarded according to the distance from the barrier at which the aeroplane comes to rest.

Low Speed, Getting Off, and Pulling Up Tests.—The stewards will decide from day to day the time allotted for the above

tests. Their decision will be announced on the official notice board at 9.30 a.m. each day, together with the order and time of starting.

All competitors will be allowed the same number of attempts, but any competitor failing to start within five minutes of his starting time will not be allowed to start, and the attempt will count against him. The stewards may allow additional attempts in the same order, as time permits.

Additional Prizes

Getting Off and Pulling Up Competition

The first prize, £500, presented by the Duke of Sutherland, will be awarded to the entrant of the aeroplane which shall have obtained the greatest aggregate of marks in these two tests.

The second prize, £100, presented by Capt. C. B. Wilson, M.C., will be awarded to the entrant of the aeroplane occupying second place in these tests.

(The Duke of Sutherland has expressed to the Royal Aero Club his intention of purchasing a two-seater light aeroplane, but this will not necessarily be of the same design as the winning aeroplane.)

Reliability Test

The Society of Motor Manufacturers' and Traders' £150 Prize, and the British Cycle and Motor Cycle Manufacturers' and Traders' Union £150 Prize.—To be awarded to the entrant of the aeroplane which flies the largest number of completed circuits of the course during the period of the competitions, with a minimum of 400 miles. Circuits flown in the other competitions will count towards these prizes.

The same aeroplane and engine must be used throughout, and parts will be marked to ensure this.

Offices: THE ROYAL AERO CLUB,

3. CLIFFORD STREET, LONDON, W. 1.

H. E. PERRIN, Secretary.

Stop Press News Entries for the King's Cup Air Race, 12th August, 1924

Ident. Mark.	Entrant.	Pilot.	Aircraft.	Engine.
G-EBDO	Alan S. Butler	Alan S. Butler	D.H. 37	275 h.p. Rolls-Royce "Falcon."
G-EBQ	Sir Glynn Hamilton West	Flt.-Lt. H. W. G. Jones	Siddeley Siskin III	325 h.p. Siddeley "Jaguar."
G-EBJS	J. D. Siddeley	Frank Courtney	Siddeley Siskin III	325 h.p. Siddeley "Jaguar."
G-EBDK	G. Le Champion	J. King	Martinsyde F.6	200 h.p. Wolseley "Viper."
G-EBFN	Sir Charles Wakefield, Bart.	Alan J. Cobham	D.H.50	230 h.p. Siddeley "Puma."
G-EBIP	Douglas Vickers	H. J. Payn	Vickers "Vixen III"	450 h.p. Napier "Lion."
G-EBFP	Mrs. Theodore Instone	F. L. Barnard	D.H.50	230 h.p. Siddeley "Puma."

Seaplanes

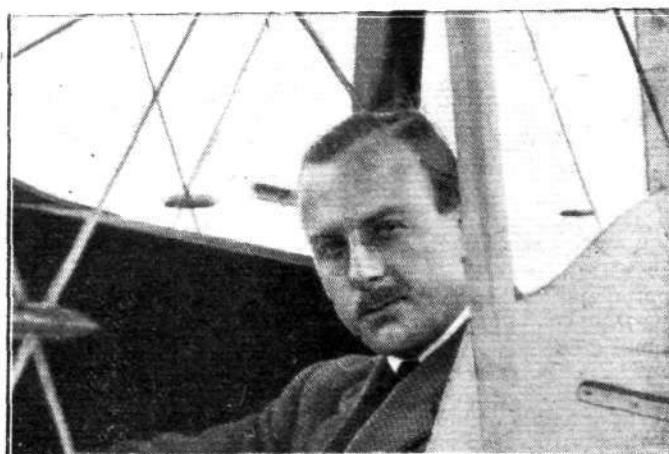
1	Commander James Bird and Capt. H. C. Biard H. T. Vane	Supermarine "Seagull" 450 h.p. Napier "Lion."
2	Godfrey L. Wood and Capt. Colonel the Master of Leigh Mossley Sempill	Amphibian Supermarine "Seagull" 450 h.p. Napier "Lion."
3	C. R. Fairey A.F.C.	Amphibian 3-D Seaplane 450 h.p. Napier "Lion."

◆ ◆ ◆ ◆ ◆ BRITANNIA TROPHY, 1923

As announced in FLIGHT last week, the Britannia Trophy, presented by Mr. H. Barber, was awarded for the year 1923 to Mr. Alan J. Cobham, the well-known de Havilland pilot, for his flight of something like 12,000 miles during February, March and April of 1923. The flight, which was made on a "D.H.9c," with 240 h.p. Siddeley "Puma" engine, started from London late in February, and the following countries were visited during the tour: Egypt, Palestine, French Syria, Northern Africa, via Tripoli, Tunis, Algeria, Morocco and through Spain back to London. In view of the fact that the flight was a tour in the strictest sense of the term, without any special ground organisation or outside assistance other than could be obtained by anybody making a similar flight, the performance amply deserves the reward, and few will quarrel with the justice of the decision to award the Trophy to Mr. Cobham. We congratulate him and all concerned. Quietly and without any Government subsidy, the de Havilland services are doing a tremendous amount of valuable pioneer work which is not, it is to be feared, always appreciated as it deserves, and it is therefore all the more gratifying to learn that in this instance the R.Ae.C. has officially expressed its appreciation in this manner.

By way of an illustration of the work done by the de Havilland Hire Service, it may be mentioned that on Thursday of last week Mr. Cobham, flying one of the new "D.H.50" machines, with Siddeley "Puma" engine, carried press photographs of the Duke of York's visit to Ireland. Leaving Londonderry at 1.40 p.m., the machine arrived at Stag Lane aerodrome at 5 p.m., having covered a distance of 440 miles in 3 hours 20 minutes. Actually, Cobham was flying at

cruising speed, and the surprisingly good time made was the result of a following wind. Leaving again at 4 a.m. the next morning, with about half-a-ton of newspapers, Cobham arrived at Belfast at 8.45 a.m., where a stop of close on half-an-hour was made. Londonderry was reached at 9.45. Later in the day the machine returned to Stag Lane. During something like 1½ days a distance of about 1,500 miles was flown, which is extremely good going.



Mr. A. J. Cobham, who has been awarded the Britannia Trophy for 1923

PROGRESS IN THE BIG FLIGHTS

Round-the-World Flights

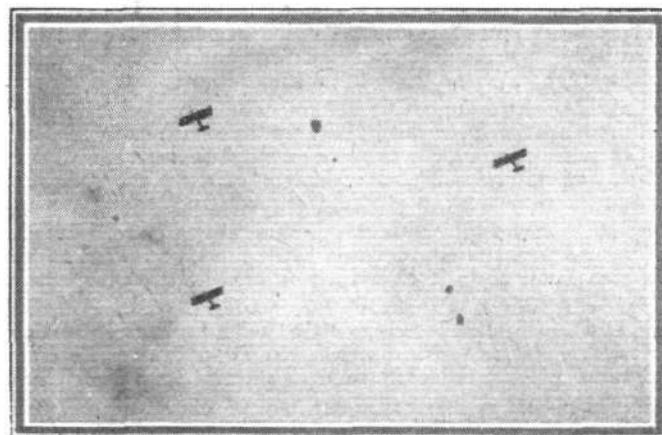
ALTHOUGH as far as actual forward progress made in the British and American world flights is concerned there is little to report this week, additional interest has been given to the big flights since our last report in the arrival on the scene of two new efforts. One of these is being essayed by Maj. Pedro Zanni, of the Argentine Air Service, who is flying round the world, starting from Amsterdam, following much the same route as Squadron-Ldr. MacLaren. Originally he had intended taking Lieut. Nelson Page with him as navigator, but owing to the latter's serious illness he is accompanied only by his mechanic, Sr. F. Beltrame. For this flight he is using Fokker "C.IV" machines, fitted with Napier "Lion" engines—a land type for the first stage to Tokyo, and a float type for the Pacific crossing, whilst for the Atlantic crossing a specially constructed Fokker-Napier mono-seaplane will be employed.

Maj. Zanni left Amsterdam on July 26 at 6.30 a.m. and arrived at Le Bourget at 3 p.m., having landed at Le Cateau *en route*. He departed from Paris at 10.56 a.m. the following morning, arriving at Lyons at 1.45 p.m. On Monday, July 28, he left Lyons at 10.55 a.m. and arrived at Rome.

The second newcomer is an Italian aviator, Sig. Locatelli, who is attempting a flight across the Atlantic on a Dornier "Waal" mono-seaplane (two Rolls-Royce engines) originally intended for Amundsen's Polar flight. He left Pisa on July 25 with the intention of reaching Brough, Hull, via Marseilles, Lausanne, Rotterdam and London. From Brough he hopes to accompany the American flyers on their trip across the Atlantic. With Locatelli are Lieuts. Crosio, Marescalchi, and as mechanics, Braccini and Falcinelli.

Squad.-Ldr. MacLaren was held up at Tokotau Bay, Urup—where he was forced to descend on July 16—until July 23, thick fogs and bad weather generally preventing a resumption of the flight. On July 23, however, conditions improved slightly and a start was made at 7.40 a.m. for Murakami Bay,

Paramushiro, where they arrived at 6 p.m., having stopped at Broughton Bay *en route*. They encountered fog throughout the trip. At 9 a.m. next morning they resumed the flight, but had to return owing to thick fog. A fresh start was made in the afternoon, and at 7.35 they arrived at Petrovavsk. Here they met the s.s. *Thiepval*, and once again



ARRIVAL OF THE AMERICAN WORLD-FLYERS.
The three Douglas World-Cruisers, with Lieut. Smith's
"Boston" leading, arriving at Croydon

are held up by bad weather. The total distance flown up to this point is now about 12,305 miles.

As regards the American team, they have been very busy since their arrival at Brough making a thorough overhaul, etc., to the Douglas world cruisers, in readiness for the Atlantic crossing, which started on Wednesday morning.

◆ ◆ ◆ NEW SCHEME FOR ENTERING THE ROYAL

THE Air Ministry announces that the expansion of the Royal Air Force and the increasing importance which accountancy is assuming in the Services as an essential to economical and efficient administration have led the Air Council to institute a revised method of entry into the commissioned ranks of the Accountant Branch of the Royal Air Force. In drawing up their scheme the Council have had the valuable assistance of the Institute of Chartered Accountants and the Society of Incorporated Accountants and Auditors.

The aim of the scheme is to obtain for the Royal Air Force young accountants with the best civil training. The Air Council believe that men of the best qualifications are needed, if an adequate development of accountancy in the service is to take place. It is hoped, therefore, to obtain a large number of candidates from among men who have recently completed articled service. To such men the Air Force as a growing service is able to offer a permanent and interesting career, with the prospect of rising to positions of responsibility and with a favourable rate of pay from the outset.

The Accountant branch of the Royal Air Force was instituted in 1921, to give effect to a decision that accountancy in the Royal Air Force should be decentralised to units. Under this system the accountant officer of a unit is responsible on the one hand to the Commanding Officer, and on the other direct to the Director of Accounts at the Air Ministry. He undertakes the whole accounting work of his unit, including both pay and stores accounting.

The great value of the technical equipment of the Royal Air Force and its complexity combine to emphasise the importance and responsibility of the accounting for it.

Each unit of the Royal Air Force is normally a self-accounting one, but where considerations of mobility in war allow, several small units are grouped together for accounting purposes. To small self-accounting units (*e.g.*, squadrons) a single junior officer is posted, and accountant officers will, therefore, have the opportunity of early appointment to independent responsibility. To larger units or groups of units a senior officer is posted, with several junior officers under his command.

Full details of the scheme, including particulars of emoluments and retired pay, &c., are contained in Air Publication No. 1090, which can be obtained on application to the

Secretary, Air Ministry, Kingsway, W.C. 2. The following is a brief summary of the regulations:—

Candidates must be between 22 to 26 years of age, but those of an age up to 30 years may be accepted in certain circumstances if they have served in the fighting forces in the Great War. Applications, which (for this year) must reach the Air Ministry not later than August 31 next, must be made on a form which can be obtained from the Secretary, Air Ministry. Entry will be by competition held annually in London in the latter half of September. The competition will consist of the three following parts, each of which will carry equal marks:—

- (1) An interview before a Selection Board.
- (2) A written examination in English and general knowledge.

(3) A written examination in accountancy.

Candidates who from their application forms appear to be suitable will be invited to appear for interview before the Selection Board, of which the First Civil Service Commissioner will be chairman. At the interview stress will be laid on the character and on the type and variety of accounting experience the candidate shows himself to have had. Candidates who are passed by the Selection Board and by a Medical Board will attend the written examination. Part II of the examination will require no special preparation, and will consist of essay writing and précis, and questions to test the candidate's knowledge of matters of general interest at the present time. Part III will comprise book-keeping and accountancy, excluding partnership accounts and executorship accounts, the standard being that of the final examinations of the Institute of Chartered Accountants and the Society of Incorporated Accountants and Auditors.

Appointments will be offered to candidates according to the marks obtained in the competition. Successful candidates will be appointed as pilot officers on probation, and on satisfactory completion of a two months' period of instruction in Air Force methods of accountancy will be posted to a unit for duty under supervision. If considered satisfactory at the end of 12 months' service they will be confirmed in their appointments and promoted to flying officer. Promotion above this rank will be by selection within an approved establishment.

NOTICES TO AIRMEN

Czechoslovakia : Prohibited Areas

It is hereby notified :—

The following have been declared prohibited areas in Czechoslovakia, i.e., areas above which the flight of all aircraft is unconditionally prohibited, except in so far as the Czechoslovak Government may grant special exceptions :—

NOTE.—The names of places are given first in the Czechoslovak form, followed in brackets by the form, where different, found on the Austrian Staff maps quoted.

1. An area around Kladno which is enclosed by the irregular pentagon formed by the following places :—Slany (Schlan), Kovar (Kowar), Hostivice (Hostiwitz), Unhost, Dolni Bezdekov (Unterbezdekau), and Nové Straseci (Neustraschitz).

Approximately, the dimensions of this area are 15 miles E. to W. by 10 miles N. to S. and its centre is the town of Kladno in a position Lat. $50^{\circ} 09'$ N., Long. $14^{\circ} 06'$ E. of Greenwich (= $31^{\circ} 46'$ E. of Ferro).

Map reference.—Austrian Staff 1/200,000, $32^{\circ} 50'$, Prague.

2. An area around Plzen (Pilsen) and Nyrany (Nürschau) which is enclosed by the irregular hexagon formed by the following places :—Vseruby (Wscherau), Plana, Rokycany (Rokycan), Predenice (Predenitz), Holejsov (Holleischen) and Stribro (Mies).

Approximately, the dimensions of this area are 27 miles E. to W. by 16 miles N. to S., and its centre is in a position Lat. $49^{\circ} 44'$ N., Long. $13^{\circ} 20'$ E. of Greenwich (= 31° E. of Ferro).

Map reference.—Austrian Staff 1/200,000, $31^{\circ} 50'$, Pilsen.

NOTE.—Attention is drawn to the fact that the two areas defined above lie near the route Cologne-Eger-Prague, the first being situated 15 miles W.N.W. of Prague and the second 56 miles W.S.W. of Prague.

3. An area around Semtin near Pardubice (Pardubitz) which is enclosed by the irregular figure formed by the following places :—Pardubice, Nemocice (Nemosic), Mokosin (Mokošin), Prelouc, pond near Vlci Habrina, Vosice (Wositz) Dric (Dritsch), and thence by way of the River Elbe back to Pardubice.

Approximately the dimensions of this area are 13 miles E. to W. by 10 miles N. to S., and its centre is the town of Bohdanec (Bohdansch) in a position Lat. $50^{\circ} 05'$ N., Long. $15^{\circ} 40'$ E. of Greenwich (= $33^{\circ} 20'$ E. of Ferro).

Map reference.—Austrian Staff 1/200,000, $33^{\circ} 50'$, Kolin.



ROYAL AIR FORCE MEMORIAL FUND

THE last meeting of the Executive Committee, prior to the long vacation, was held at Iddesleigh House, on July 23.

The following Members of the Executive Committee were present :—

Lord Hugh Cecil (*Chairman*), Lady Leighton, Dame Helen Gwynne-Vaughan, Mrs. B. H. Barrington-Kennett, Mrs. L. M. K. Pratt-Barlow, Sir Charles McLeod, Air Vice-Marshal Sir Geoffrey Salmond, Air Commodore E. R. Ludlow-Hewitt, Lieut.-Commander H. E. Perrin, Mr. W. S. Field.

The Honorary Treasurer, in laying before the Meeting a list of donations and subscriptions received since the previous Meeting on May 28, remarked that one or two of the items showed the great interest that Units of the Air Force were still taking in regard to assisting the Fund. On the other hand, the Honorary Treasurer also referred to the considerably increased amount of grants which the Fund were now issuing to those in distress.

The resignation of his membership of the Executive Committee, submitted by Lieut.-Colonel J. T. C. Moore-Brabazon, M.C., M.P., owing entirely to heavy Parliamentary duties, was accepted by the Committee with much regret, and that Officer was unanimously invited to become a Vice-President of the Fund.

The Committee have been engaged for some time in considering having fixed dates for Meetings, and provisionally and subject to alteration, if so required, the following dates for Meetings of the Fund have been decided upon for the ensuing fifteen months :—

Wednesdays : October, 15, 1924; December 17, 1924; February 18, 1925; April 8, 1925; June 10, 1925; July 22, 1925; October 21, 1925; December 16, 1925.



London-Zurich in Five Hours

ONE of the Imperial Airways Handley-Page W-8's (Rolls-Royce engines), piloted by Mr. L. A. Walters and carrying 14 passengers, accomplished something of a record the other day by flying from Croydon to Zurich in five hours' actual flying time.

4. An area around Policka which is enclosed by the irregular pentagon formed by the following places :—Sebranice (Sebranitz), Stangendorf, Bystré (Bistrau), Jimramor (Ingowitz) and Boroba (Borowa).

Approximately, the dimensions of this area are 11 miles E. to W. by 10 miles N. to S., and its centre is in a position Lat. $49^{\circ} 42'$ N., Long. $16^{\circ} 17'$ E. of Greenwich (= $33^{\circ} 57'$ E. of Ferro).

Map reference.—Austrian Staff, 1/200,000, $34^{\circ} 50'$, Josefstadt.

5. An area around Olomouc (Olmutz) which is enclosed by the irregular pentagon formed by the following places :—Jívová (Giebau), Daskabat, Brodek (the political district of Prerau), Námest (Namiescht) and Stepánov (Stefanau).

Approximately, the dimensions of this area are 16 miles E. to W. by 15 miles N. to S., and its centre is the prominent railway junction at Olomouc in a position Lat. $49^{\circ} 36'$ N., Long. $17^{\circ} 17'$ E. of Greenwich (= $34^{\circ} 57'$ E. of Ferro).

Map reference.—Austrian Staff 1/200,000, $35^{\circ} 50'$, Olumtz and $35^{\circ} 49'$, Ludenburg.

NOTE.—It should be noted that as the military aerodrome of Olomouc lies within this area, it will no longer be available for use by civilian aircraft in emergency.

6. An area around Moravská Ostrava (Mahrischostrau), particulars of which will be notified later. Moravská Ostrava is in a position Lat. $49^{\circ} 50'$ N., Long. $18^{\circ} 17'$ E. of Greenwich (= $35^{\circ} 57'$ E. of Ferro).

Map reference.—Austrian Staff 1/200,000, $36^{\circ} 50'$, Troppau.

7. Previous Notice.

Notice to Airmen No. 104 of 1923, 2 (ii) (e), is cancelled by para. 5 of this notice.
(No. 60 of 1924.)

Aerodromes for Civil Use: Amendments

NOTICE to Airmen No. 1 of 1924 (Aerodromes for Civil Use : Consolidated List) is amended as follows :—

List B.—Aerodromes available for Civil Machines in Emergency only

(a) *Permanent Service Stations.*—Catterick should be added. The name of Shotwick aerodrome has been changed to Sealand.

List C.—Licensed Civil Aerodromes

(a) *Civil aerodromes licensed for all types.*—The following should be added : Belfast (Taughmanagh, Malone Road).
No. 65 of 1924.



Dr. Leslie Aitchison at Vickers

DR. LESLIE AITCHISON, D.Met., B.Sc., F.I.C., the well-known Consulting Metallurgist of Birmingham, has given up his practice to take up a responsible position as Assistant to Mr. Horace W. Clarke, the managing director of James Booth and Co. (1915), Ltd., of Argyle Street, Birmingham. This well-known industrial firm is in the Vickers' group of companies, and are the sole manufacturers of the light alloy "Vickers' duralumin," besides doing extensive business in the manufacture of the usual non-ferrous metals.

Dr. Aitchison has had a very wide and varied experience, having been consultant metallurgist to the Air Ministry for a number of years, and also acted in the same capacity for the Association of Drop Forgers and Stampers. He is a Doctor of Metallurgy at Sheffield University, and was for several years on the staff of his University. He has interested himself particularly in the study of light alloys for aircraft, and his experience in this direction should be of great value to the industrial company to which he has definitely allied himself.

Officially he will act as Superintendent of the company, and began duty on July 1 last. We can only wish Dr. Aitchison every success in the position which he has now taken up, and we feel sure that both the industry and his company will reap the benefit of his experience.

The All-British Wireless Exhibition, 1924

THE second great Exhibition, devoted exclusively to the development of wireless, and organised by the National Association of Radio Manufacturers, will this year be held at the Albert Hall, Kensington, from September 27 to October 8 inclusive. The public will be admitted at a charge, inclusive of tax, of 1s. 6d., except on Tuesday, September 30, when the price of admission from 10.30 a.m. till 6 p.m. will be half-a-crown.

It is hoped that, in addition to the displays which will be made of British radio products—now generally admitted to be the best in the world—the British Broadcasting Co. will give a regular programme of demonstrations.

IN PARLIAMENT

Air Operations in Iraq and India

MR. LANSBURY on July 10 asked what is the name of the locality from which a raid took place into the Iraq territory, resulting in the death of 146 men and 127 women and children, and in the course of which all male prisoners and wounded, both men and boys, were put to death; whether he can tell the House the causes which led to this outbreak; whether these raiding tribes are among those who were bombed on any of the five occasions on which bombing has taken place during the past five months; and will he state the date when the above-mentioned disturbance, causing so great a loss of life, took place?

Mr. Leach: The locality referred to is a desert area lying about 130 miles south-west of Djaliba, which is a railway station 76 miles west of Basra. The raid, which took place on March 14 last, can only be attributed partly to the natural turbulence of the tribes and partly to the desire for loot. The particular tribe responsible for the raid has not been bombed at any time.

Miss Lawrence: Can the hon. member say whether these casualties were inflicted by one tribe on another or by His Majesty's forces?

Mr. Leach: The casualties referred to took place in a raid which had no relationship to air raids. The raids referred to are tribal raids which we are seeking to bring to an end.

Sir C. Yate: These men were killed by the raiders.

Mr. Leach: Yes.

Viscountess Astor: Is it not true that if it had not been for the raid many more people would have been killed? [Hon. Members: "Answer!"]

Mr. Speaker: Some questions do not allow of an answer.

Mr. Lansbury asked the Under-Secretary of State for Air whether he is able to state the number of dwelling-places destroyed by bombing on the five occasions when bombing took place in Iraq during the past five months; what number of sheep and cattle were destroyed; and the value of the grazing lands which were also bombed?

Mr. Leach: It is not possible to state the number of buildings destroyed by bombing in Iraq during the period covered by the question, but the chief occasion on which material damage was effected was in the course of punitive air action against Shaikh Mahmoud's headquarters, when several houses and a large tobacco store were destroyed by fire. As regards the second and third parts of the question, no figures are ascertainable, but the reports received indicate that as a result of the issue of warnings, livestock are often removed by the tribesmen from the area affected. I would point out that the objects of air action in such cases are largely secured, not by the infliction of casualties, but by making the tribesmen concerned realise that the Government of their country has means of reaching those who offer armed defiance to its authority.

Lieut.-Commander Kenworthy asked (1) whether the Royal Air Force has been in action, since the present Government took office, in any dependencies or mandated territories other than Iraq; and, if so, what were the circumstances; (2) on how many occasions the Royal Air Force has been in action since the present Government took office, otherwise than in Iraq; what were the occasions; and whether bombs were dropped or machine guns brought into action, and against what objectives?

Lieut.-Commander Kenworthy: May I point out, Mr. Speaker, that the first question is intended and does refer to British territory, and the second question to territories other than British?

Mr. Leach: The Royal Air Force has been in action, outside Iraq, on two occasions since the present Government took office, on both occasions on the North-West Frontier of India. The first was at Razmak, on April 19, 1924, when an aeroplane directed the fire of a section of howitzers against a village, which was shelled in reprisal for the sniping of patrols in the neighbourhood. The second was on May 25 and 28, when bombs and machine guns were used against two villages of the Mahsuds, who had committed several serious outrages and had been warned that if they did not comply with certain terms, including the return of Hindus kidnapped and sold and the surrender of rifles, air or other action would be taken against them. Three out of four sections of the Mahsuds complied with these terms; the fourth failed to do so, and were consequently attacked.

Lieut.-Commander Kenworthy: When these villages were bombed with machine guns, was any warning given so that non-combatants and children could be removed?

Mr. Leach: Yes, that is always done.

R.A.F. in Iraq

LIEUT. COMMANDER KENWORTHY on July 17 asked the Under-Secretary of State for Air how many aeroplanes are stationed in Iraq; how many pilots and observers are stationed there; and how many aeroplanes are ready for immediate service for the defence of this country in case of war?

Mr. Leach: It is not considered to be in the public interest to give the information asked for in the first and third parts of the question. As regards pilots and observers, there are stationed in Iraq 296 officers of the General Duties Branch, all of whom are liable to fly, and 23 airmen pilots.

Lieut.-Commander Kenworthy: I do not want to impinge upon the public interest, but can the hon. gentleman say how many pilots there are available for immediate war service in this country? I want a comparison between the defence arrangements here and there.

Director of Scientific Research

SIR F. SYKES on July 18 asked the Under-Secretary of State for Air whether any appointment has yet been made to the post of Director of Scientific Research; and, if not, what steps are being taken to expedite an appointment to this post?

Mr. Leach: I regret that certain difficulties which have arisen in regard to this appointment have not yet been cleared up.

Night Flying under Tropical Conditions

Sir F. Sykes asked whether the night-flying training which has taken place in the Near East is such as has enabled conclusions to be reached in regard to regular night-flying in tropical and semi-tropical conditions; and whether the data obtained has been published for the benefit of the aircraft constructional and operational industries, as was done in the case of the night-flying experiments on the cross-Channel route in March, 1923?

Mr. Leach: Sufficient experience has not been gained to enable any very definite conclusions, suitable for publication, to be reached, but the Air Ministry is prepared to place at the disposal of persons interested any information in its possession which bears on this subject.

Personnel Flying Duties

Sir F. Sykes asked what were the numbers of Royal Air Force personnel engaged on June 30, 1923, and June 30, 1924, respectively, on active duty as pilot or observer, and on other duties?

Mr. Leach: To ascertain the number of pilots and observers employed actively on flying duties on the two dates named would entail very considerable research, the labour on which would not, I think, be justified. I would, however, point out that all officers of the General Duties Branch, unless excused on the ground of age, medical unfitness or other special reasons, are required to fly regularly. The numbers of such officers were 2,353 on June 30, 1923, and 2,481 on June 30, 1924, and there were in addition 23 and 106 airmen pilots on these dates, respectively. The remaining personnel numbered 623 officers and 26,338 airmen on June 30, 1923, and 675 officers and 28,418 airmen on June 30, 1924.

British Round-the-World Flight

CAPT. WEDGWOOD BENN on July 24 asked the Under-Secretary of State for Air whether he can make a statement showing exactly what steps have been taken by the Air Ministry to assist in the success of the British round-the-world flight.

Mr. Leach: Squadron-Leader Maclarens has been lent instruments and maps for his flight and supplied with full meteorological and other advice in regard to the selection of his route. The commanding officers of all Royal Air Force stations on or near the line of his flight were instructed to render all possible help to him, and an engine was lent by Air Headquarters, Iraq, to replace the one damaged in his forced landing in the Sindh Desert.

Capt. Benn: Can the hon. gentleman say anything as to what assistance could be rendered to Squadron-Leader Maclarens in the flight across the Pacific?

Viscount Curzon: Did the hon. gentleman, before Squadron-Leader Maclarens started across the Pacific, take steps to get into touch with the Admiralty, with a view to naval assistance being provided, if necessary, in this very dangerous passage?

Mr. Leach: Those details were settled before this Government assumed office.

Capt. Benn: Could the hon. gentleman say—this is not a party question at all—whether any communication was made to the Admiralty by the Air Ministry, so that this gallant officer should have any necessary assistance in this dangerous flight?

Mr. Leach: I have not any information on that matter, but I presume that representations of that character would be made.

Lieut.-Col. Sir Samuel Hoare: Would the hon. gentleman look up the papers, when I think he will find that representations were made and that all the Departments concerned were ready to do everything possible to make the flight a success?

Mr. Leach: I believe that is so.

Reconditioned Military Airship

COMMANDER BELLAIRES asked the Under-Secretary of State for Air whether the Secretary of State for Air and any other Members of the Cabinet will take passage to Egypt in the reconditioned military airship?

Mr. Leach: I am afraid that my noble friend's and his colleagues' movements cannot be pledged so far in advance of the event.

Commander Bellaires: Will the Air Ministry bear in mind the special responsibility of the Cabinet in overriding the previous decision of the Air Ministry?

Sir H. Brittain: Is it not a fact that this airship would hold the entire Cabinet?

Commander Bellaires asked the cost of reconditioning the military airship for her voyage to Egypt; what date it is anticipated she will be ready for the trip; and what additional accommodation ashore or afloat, involving expense to the Air Ministry or other Departments, is proposed in connection with the trip?

Mr. Leach: In answer to the first part of the question, it is estimated that the cost of reconditioning the airship for tropical trials at the intermediate base will be, approximately, £20,000. As regards the second and third parts, I am not in a position to say when the airship will be ready for these trials, nor is it possible, pending the final settlement of the site of the intermediate base, to state what expenditure will be necessary for accommodation, except that it is not likely to be large.

R.A.F. Statistics

LIEUT.-COL. SIR FREDERICK HALL asked what is the total number of officers and other ranks on the active list in the Air Service; what is the number serving in Great Britain; what is the total number of aeroplanes fit for service; what is the number being built; and what is the number of machines now in this country?

Mr. Leach: The answer to the first part of the question is 3,156 officers, 102 cadets and 28,524 airmen; to the second, 2,125 officers, 102 cadets and 20,501 airmen. It would not be in the public interest to give the information asked for in the remaining parts of the question.

R.A.F. Petrol Consumption

MR. HARDIE asked how many gallons of petrol are used annually by his Department.

Mr. Leach: As the Royal Air Force is expanding, an average annual figure would be misleading, but the present rate of consumption is a little under 3,00,000 gallons annually.

Construction

SIR T. BRAMSDON asked the Under-Secretary of State for Air if, in view of anticipated future additions to and extension of the naval arm, he will consider the appointment of a Committee to investigate the advantages of aircraft construction, including airships, in the vicinity of the naval home ports where exceptional facilities exist.

Mr. Leach: It is not possible for the Air Ministry to dictate to the aircraft manufacturing firms the location of their works. Only one airship is being built by the Government itself, at the Royal Airship Works, Cardington, from which it would be obviously disadvantageous to remove the construction work. I do not consider, therefore, that any useful purpose would be served by the appointment of the Committee suggested by the hon. member.

Civil Aviation Pilots' Licences

SIR F. SYKES asked what are the circumstances under which applicants for civil pilots' licences are required to undergo practical tests; how many such tests have been carried out since the issue of licences was undertaken by the Air Ministry; and what were the results of such tests in the cases of applicants who had not flown regularly for six months or more?

Mr. Leach: As regards the first part of the question, I would refer the hon. and gallant member to the Air Navigation Directions, 1924 (A.N.D. 3c), of which I am sending him a copy. The answer to the second part of the question is 137; to the third, that between July 15, 1921, prior to which date statistics are not available, and July 23, 1924, of 61 applicants who had not flown regularly for six months or more, 36 passed the practical tests and 25 failed.

Air Defence of London

MR. A. T. DAVIES on July 28, asked the Under-Secretary of State for Air whether he is aware that there are aeroplanes and engines now in use for the defence of London which are of the same pattern and make as were in use at the termination of the war; what is the speed of the fastest among these machines; whether he is aware that post-war machines now possessed by foreign countries are capable of flying 200 miles an hour; whether the Air Board has in use any machines capable of flying 200 miles an hour; and, if so, what is the number?

Mr. Leach: As regards the first part of the question the re-equipment of the squadrons referred to is in progress and will be completed within the next 12 months. In reply to the remaining parts, as I have previously stated, it is undesirable to enter upon comparisons between the relative performances of British and foreign service aircraft.

Personals

Married

Flight-Lieut. HUGH MACLEOD FRASER, R.A.F., son of the late Col. John Fraser and of Mrs. Fraser, Folkestone, was married on July 19, at St. John's Church, Lockerley, to HESTER ELIZABETH, eldest daughter of the late Col. W. A. YOUNG and of Mrs. Young, Lockerley.

Flight-Lieut. R. V. GODDARD, R.A.F., was married on July 5 at St. George's, Bickley, to MILDRED, daughter of the late Mr. ALFRED M. INGLIS and of Mrs. Inglis, of The Hollies, Bickley.

RUPERT WILLIAM PONTIFEX, R.A.F., son of the late Edmund Alfred Pontifex and Mrs. Pontifex, of Hill Crest, Bishops Waltham, Hants, was married on June 23 at the British Consulate, Alexandria, and at the Garrison Church, Alexandria, Egypt, to DOROTHY, eldest daughter of the late THOMAS HOWE BLOMFIELD and Mrs. Blomfield, of Wellington House, East Dereham, Norfolk.

Capt. WILLIAM SAMUEL STEPHENSON, M.C., D.F.C., &c., was married on July 22, at Emperor's Gate Presbyterian Church, to MARY FRENCH SIMMONS, youngest daughter of WILLIAM SIMMONS, of Springfield, Tennessee, U.S.A.

To be Married

The engagement is announced between N. MONTIE CORCOS, late R.A.F., youngest son of the late Mr. M. Corcos, and of Mrs. Corcos, of Mogador, and EDNA, younger daughter of

the late Mr. and Mrs. R. M. NISSIM and grand-daughter of Sir Sassoon David, Bt., of Bombay.

The engagement is announced between Flight-Lieut. WILLIAM MAYES FRY, M.C., R.A.F., and KATHERINE MARY, elder daughter of the late Major-General Sir FREDERICK CARRINGTON, K.C.B., K.C.M.G., and the late Mrs. Treplin.

The engagement is announced of Capt. PERCIVAL JAMES SLATER, D.F.C., 6th Batt. South Staffs. Regt. (T.A.), eldest son of Mr. S. M. Slater and the late Mrs. Slater, of Bescot, Walsall, and MAY WEDDERBURN, second daughter of the late CHARLES CANNAN and Mrs. Cannan, of 34, Palace Gardens Terrace, W.8. The marriage will take place on Saturday, July 26, at St. George's, Campden Hill.

The marriage arranged between JOHN STEPHEN BLANFORD, D.F.C., eldest son of Mr. and Mrs. Ernest Blanford, of Watford, Herts., and MAUDE d'AVIGDOR, elder daughter of GEORGE E. NATHAN, O.B.E., and Mrs. NATHAN, of Tientsin, will take place on August 16, at H.B.M.'s Consulate-General, Tientsin, North China.

A marriage has been arranged between Lieut.-Col. ERNEST TWIST, 13th/18th Hussars, eldest son of Frederick Twist, of Dalecote, Coventry, and KATHLEEN, only daughter of Captain E. F. N. CURREY, R.A.F., and Mrs. E. F. N. CURREY, of 9, Knightsbridge, London, and late of The Mall House, Lismore, County Waterford, Ireland.

THE ROYAL AIR FORCE

London Gazette, July 15, 1924

Stores Branch

The folig. Pilot Offrs. on probation are confirmed in rank and promoted to rank of Flying Offr. (June 10) :—C. W. Gore, M. W. Keey.

Medical Branch

The folig. are transferred to Reserve, Class D.2 :—Squadron-Leader.—E. P. Punch; July 13. Flight-Lieuts.—C. H. B. Thompson; July 13. B. C. W. Pasco; July 17.

Reserve of Air Force Officers

Flying Offr. A. Knox is transferred from Class A to Class C; Jan. 12. Flying Offr. E. J. Smart relinquishes his commn. on account of ill-health; July 16. The commn. of Pilot Offr. on probation H. E. Grove is terminated on cessation of duty; June 5.

Princess Mary's Royal Air Force Nursing Service

Miss A. B. O'Neill resigns her appointment as Staff Nurse, actg. Sister June 19.

London Gazette, July 22, 1924

General Duties Branch

Lieut. H. A. R. Puttee, Beds. and Herts. R., is granted temp. commn. as Flying Offr. on seconding for four years' duty with R.A.F.; July 15.

The following are granted temp. commns. as Flying Offrs. on attachment to the R.A.F. for four years:—Lieuts., R.N.—E. M. C. Abel-Smith, J. D. Ainger, E. W. Anstice, C. J. N. Atkinson, E. E. Blackwell, G. F. N. Bradford, J. H. F. Burroughs, J. M. Chandler, F. W. H. Clarke, M. Cursham, H. Ditton, F. A. St. G. Dredge, A. G. Elliott, H. L. St. J. Fancourt, E. A. A. Gibson, R. R. Graham, I. R. Grant, H. E. Guerrier, H. R. Hancox, F. H. Kennedy, A. M. Kimmins, E. J. S. Knocker, R. St. A. Malleson, M. A. Maude, A. D. Merriman, J. Y. Mills, S. T. Morgan, R. A. Peyton, R. G. Poole, S. Richardson, G. R. M. Robertson, J. I. Robertson, H. L. Roseveare, M. S. Slattery, the Hon. J. M. Southwell, C. B. Tidd; June 16. Sub-Lieuts., R.N.—E. B. Carnduff, J. B.

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

Stores Branch

Flight Lieutenants: K. A. Smith, to R.A.F. Depot (Non-effective Pool). 1.7.24. A/Sqn. Ldr. (Accountant) G. H. White, to R.A.F. Depot, on appointment temp. commn. 1.7.24. Ditto, to Brigade Accountant Office Iraq. 4.7.24.

Flying Officer J. Freeman-Fowler (Accountant), to No. 4 Flying Training Sch., Egypt. 1.7.24.

Medical Branch

Flight Lieutenants: J. G. F. Heal, M.D., D.O.M. & S., to R.A.F. Depot. 26.6.24, on transfer to Home Estabt. J. A. Quin, M.D., B.A., to R.A.F. Depot (Non-effective Pool). 24.6.24, on transfer to Home Estabt. J. K. R. Landells, M.B., to R.A.F. Depot (Non-effective Pool). 24.6.24.

Flying Officer S. S. Proctor, M.B., to R.A.F. Depot. 14.7.24.

Chaplains' Branch

Rev'd. P. C. C. Lamb, M.A., to Station H.Q., Duxford. 23.6.24.

Heath, H. N. Lay, A. M. Rundle; June 16. Capt., R.M.—E. J. O. Ellison, G. E. Wildman-Lushington; June 16. Lieuts., R.M.—H. M. A. Day, A.M., J. M. Fuller, R. M. Giddy, B. W. Knowles, J. L. Ll. Rees, S. C. Woolley (prob.) ; June 16.

Flying Offr. J. C. Dunbar is transferred to Res. Cl. A; July 22. The short service commn. of Pilot Offr. on probation L. A. Bull is terminated on cessation of duty; July 25. Observer Offr. J. Bowen is dismissed the service by sentence of Field General Court Martial; July 7.

Stores Branch

Sqdn. Ldr. J. C. E. Gillham is transfd. to Reserve, Cl. C.; July 24.

Reserve of Air Force Officers

J. Woods is granted a commn. in Cl. A, Gen. Duties Bch., as Pilot Offr. on probn.; June 22.

The following Offrs. are confirmed in rank with effect from dates indicated:—
Flying Offrs.—A. E. de M. Jarvis, D.F.C.; June 21. A. G. Loton, F. F. Minchin, C.B.E., D.S.O., M.C.; July 22. Pilot Offrs.—T. A. Jackson; June 4. G. Burton; June 14. G. S. Fenwick; June 17. G. S. Fiske; June 21. W. R. Bailey; July 22.

Princess Mary's Royal Air Force Nursing Service

Matron Miss L. I. Oliver resigns her appt.; June 3. Staff Nurse Miss M. Simpson resigns her appt.; July 2.

Memoranda

The permission granted to the following Sec. Lieuts. to retain rank is withdrawn on their enlistment in R.A.F.:—A. Callendar; Aug. 23, 1919. A. E. J. Pratt; Oct. 9, 1923.

Errata

The following Flight Lieuts. should appear in the order indicated, and not as *Gazette*, June 24, 1924 (see FLIGHT, July 10, 1924, p. 444):—H. Hemming, A.F.C., after B. C. Rice, M.C.; T. A. Gladstone, A.F.C., after A. F. Marlowe; R. M. Clifford, after L. Reynolds.

General Duties Branch

Wing Commander.—C. E. Maude, to R.A.F. Depot, supernumerary, pending disposal, 28.7.24.

Flight Lieutenants.—E. J. Cooper, D.S.C., to Armament and Gunnery Sch., Eastchurch. 24.7.24. A. L. Russell, to Electrical and Wireless Sch., Flowerdown. 24.7.24. F. L. B. Hebbert, to Air Ministry. 18.8.24.

Flying Officers.—T. B. R. Meadowmore, to No. 24 Sqdn., Kenley, on transfer to Home Estabt., 18.7.24. H. A. R. Puttee, to No. 2 Flying Training Sch., Digby, on appointment to a temp. comm., 15.7.24. R. Beresford, to R.A.F. Depot, on appointment to a short-service comm., 21.7.24. A. M. Reidy, to No. 6 Armoured Car Co., Iraq. 22.6.24.

Pilot Officers:—J. A. Ballantyne, L. S. Birt, P. S. Blockley, C. V. Brealey, W. T. Collins, F. E. J. Croker-Walsh, C. G. Crowden, F. H. Farrar, R. F. Francis, A. E. Haes, W. T. Holmes, K. W. James, L. A. G. D. Kelly, C. A. E. S. Kregor, G. D. Middleton, H. Milward-Bason, E. H. Newman, P. H. Nicholls, W. E. Nicholls, C. H. Noble, A. G. Pickering, A. O. Pollard, V.C., M.C., D.C.M., E. G. Rosling, A. T. S. Studdert, D. M. Tyringham and G. A. Younger, all to No. 2 Flying Training Sch., Digby, on appointment to short-service comms., 15.7.24. A. C. H. Sharp to No. 2 Flying Training Sch., Digby, on appointment to a short-service comm., 16.7.24. J. S. Branch, to No. 2 Flying Training Sch., Digby, 28.7.24.

SOCIETY OF MODEL AERONAUTICAL ENGINEERS

The Competitions for the "Gamage" Cup and Model Engineer No. 2 Cup were held at Wanstead Flats on July 20. Very favourable weather conditions brought a muster of entries and some extremely interesting flying was witnessed.

As these two competitions allow any type of machine to compete it is of interest to note that the following types of models took part: Fuselage machines, spar tractors, twin pusher, and, last but by no means least, a "feather plane." This model, made and flown by Mr. R. N. Bullock, employs actual bird's feathers for its planes, and although it is only quite small (being about a foot in length) it put up the best duration of the day by doing 77 $\frac{1}{2}$ secs.

The "Gamage" Competition commenced at 12 o'clock, Mr. Hersom being the first man "away." From the results it will be seen that the flying was good and competition was keen, there being only a few points between the first, second and third places. Mr. Pavely's flights with a very fine spar tractor were particularly consistent. Both the competitions were based on the average duration of three flights $\times \sqrt{\text{loading}}$.

The M.E.2 Competition was held at 4 p.m. By this time the wind had sprung up and several models suffered by getting into trees, Mr. Hersom being unfortunate enough to lose his model altogether, which fact lost him the competition. Nevertheless some good flights were made and the figures of the first three places are as shown in the accompanying table.

It must be mentioned that both Mr. Hersom and Mr. Pavely had extremely bad luck in this competition. Unfortunately, owing to shortage of time and on account of certain of the weight-lifting machines "crashing" beforehand, it was decided to postpone the "Flight" Cup Competition until some later date. Altogether, a very good flying meeting took place, and great thanks are due to Mr. R. Langeley, who so ably assisted in the running-off of the competitions.

RESULTS "Gamage" Challenge Cup

Name.	Type of Model.	Weight. ozs.	Loading.	$\sqrt{\text{Loading}}$	Average duration of 3 Flights.	Total No. of Points
1. B. K. Johnson	Twin-pusher	9	5.93	2.4	46.9	112.56
2. S. C. Hersom ..	Twin-pusher	7 $\frac{1}{2}$	4.4	2.1	151.8	109.3
3. D. A. Pavely	Spar tractor	5 $\frac{1}{2}$	4.08	2.02	50.7	102.41
L. A. Gray ..	Fuselage	29	8.16	2.85	20.6*	68.7
R. N. Bullock ..	Feather plane	8	1.5	1.2	53.7	64.24
F. de P. Green ..	Fuselage	11	7.18	2.6	14.3*	49.18
L. G. Tucker ..	Spar tractor	7 $\frac{1}{2}$	5.2	2.2	16.8	36.96

"M.E. No. 2" Challenge Cup						
1. B. K. Johnson	Twin-pusher	9	5.93	2.4	43.06	103.3
2. L. A. Gray ..	Fuselage	29	8.16	2.85	26.5	85.61
3. F. de P. Green	Twin-pusher	11	7.03	2.60	32.9	85.54

* Extra points awarded for being a fuselage model and having double surfaced wings.

B. K. JOHNSON,
Technical Secretary.

New Continental Air Mails

THE Postmaster-General announces that additional letter air mails have been instituted to Paris and Cologne by early morning aeroplanes due to reach those places at about 7.0 a.m. and 10.0 a.m. respectively. These mails offer advantage for letters posted at the G.P.O., London, until 3.0 a.m. and elsewhere in London until the last night collection, and for night mail or later postings in many parts of the country.

The Morocco air mail now closes at the G.P.O., London, at 6.0 p.m. (7.0 a.m. on Sunday for letters prepaid with a late fee of 2d.) instead of 7.30 a.m., and offers delivery in Casablanca on the third evening instead of the third morning, inclusive. This air mail now also serves, at the same rate of air fee, Western Algeria, by means of a branch air service from Alicante to Oran four days a week, and by onward air service from Casablanca to Oran via Fez two days a week.

A correction slip to the Air Mail leaflet giving particulars of these changes can be obtained on application at any head or branch post office.

Air League of the British Empire

At the annual general meeting of the Air League of the British Empire held on July 24, Mr. Philip S. Foster gave a review of the work done by the organisation during the past year. He said much had been done in the way of propaganda by addressing Rotary Clubs and meetings in various parts of the country.

The report of the Executive Committee stated that during the past year it had been thought well to draw up a statement of the policy and objects of the League, applicable to the circumstances existing at the present time. This policy was Imperial and national and independent of all parties. The object of the League was to secure the maintenance of an independent Air Ministry, failing the establishment of a Ministry of Defence; the maintenance of a Home Defence Air Force equal to any other air force within striking distance of our country; the maintenance of an Air Force capable of obtaining the mastery of the air wherever it may be called upon to operate; the provision of sufficient aircraft to enable the Navy and the Army to perform their duties effectively; the fullest development of British civil aviation; the building up of a reserve of pilots and machines for national defence; the establishment of a thriving aircraft industry; the early provision of aerodromes in the vicinity of large towns, and the allocation of additional funds for experiment and research.



AERONAUTICAL PATENT SPECIFICATIONS

Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

APPLIED FOR IN 1923

Published July 31, 1924

- 6,605. Sir J. B. HENDERSON. Gyro-compasses. (218,358.)
- 8,859. R. JARMORKIN. Stable flying-machine. (197,920.)
- 10,495. SPERRY GYROSCOPE CO. Use of cameras on aircraft. (218,415.)
- 14,157. FAIREY AVIATION CO., LTD., and C. R. FAIREY. Fuselages. (218,454.)
- 18,328. C. BARADAT and F. E. ANGLADA. Rotary i.c. engines. (218,493.)
- 19,603. ARMSTRONG SIDDELEY MOTORS, LTD. F. R. SMITH and B. W. SHILSON. Air-brake dynamometers. (218,510.)
- 32,486. DEUTSCHE WERKE A.-G. Means for corrugating cylinders. (209,099.)

APPLIED FOR IN 1924

Published July 31, 1924

- 228. A. LAMBLIN. Radiators. (209,425.)
- 3,996. A. ALKAN and G. LESOURD. Electro-mechanical apparatus for automatic dropping of articles from aircraft. (218,596.)
- 4,473. T. YAMAMOTO. Method of starting and synchronising induction-synchronous motors. (217,175.)



PUBLICATIONS RECEIVED

Musu Zinynas. No. 18, 1924. Musu Zinynas, Karo Skyrius, Kaunas.

Business First Principles. By A. F. Shepherd. London: Business Builders, Ltd., Crew House, 26, Great Ormond Street, W.C.1. Price 1s. net.

British Standard Specifications.—No. 206: For Silver Solder (Grades A and B). April, 1924. Price 1s. net. No. 207: For Special Brass Ingots for Castings. May, 1924. Price 1s. net. No. 208: For Special Brass Castings. May, 1924. Price 1s. net. The British Engineering Standards Association, 28, Victoria Street, London, S.W.1.

FLIGHT

The Aircraft Engineer and Airships

36, GREAT QUEEN STREET, KINGSWAY, W.C. 2.
Telegraphic address: Truditur, Westcent, London.
Telephone: Gerrard 1828.

SUBSCRIPTION RATES

"FLIGHT" will be forwarded, post free, at the following rates:—

UNITED KINGDOM ABROAD*

	s. d.	s. d.	
3 Months, Post Free ..	7 7	3 Months, Post Free ..	8 3
6 " " ..	15 2	6 " " ..	16 6
12 " " ..	30 4	12 " " ..	33 0

These rates are subject to any alteration found necessary under abnormal conditions and to increases in postage rates.

* Foreign subscriptions must be remitted in British currency.

Cheques and Post Office Orders should be made payable to the Proprietors of "FLIGHT," 36, Great Queen Street, Kingsway, W.C. 2, and crossed London County and Westminster Bank, otherwise no responsibility will be accepted.

Should any difficulty be experienced in procuring "FLIGHT" from local newsvendors, intending readers can obtain each issue direct from the Publishing Office, by forwarding remittance as above.